VFR FLYWAY

VFR TERMINAL AREA CHART
TAMPA/ORLANDO

TAMPA/ ORLANDO

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private *(Pvt)* - Non-public use having landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected

Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns, Runways with Right Traffic Patterns (public use) ★RP Special conditions exist - see Supplement.

FSS NO SVFR FAR 91 Location Identifier NAME (NAM) (PNAM) ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 • ATIS 123.8 285 L 72 122.95 RP 23, 34 VFR Advsy 125.0 AOE UNICOM Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

G - Follows the Common Traffic Advisory Frequency (CTAF)

W - Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

CLASS G

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69 / T 319 TK 313 (Helicopter Only) 169 RNAV Waypoint

Total mileage between NAVAIDs on direct Airways

Prohibited, Restricted, and Warning Areas

Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

National Defense Airspace - Temporary Flight Restriction Area

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

IR261 IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 OAKDALE 123.6 — 362* 313.6 OAK

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

A - ASOS/AWOS

W - Weather Camera

122.1R MIAMI — FSS radio providing voice communication

123.5 HOMER HOM — Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VOR-DME

DME

VORTAC

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

OBSTRUCTIONS (may be lit or unlit)

1000 ft and higher AGL

Above 200 ft & below 1000 ft AGL (above 200 ft AGL in urban area)

Group Obstruction

Wind Turbine

Wind Turbine Farm

2894 UC — Elevation of the top above mean sea level

Height above ground

Under construction or reported; position and elevation unverified

2049 (1149) UC

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Marine Light

VPXYZ VFR Waypoints

Space Launch Activity Area

Isogonic Line (2025 VALUE)

NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lockout Tower

618 (Elevation Base of Tower)

Mountain Pass

11523 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

TAMPA CLASS B AIRSPACE

See back of this chart for procedural information within the Tampa Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL

30 - - - Floor in hundreds of feet MSL

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE TAMPA/ORLANDO CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM TAMPA/ORLANDO APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT TAMPA/ORLANDO VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON TAMPA TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ALBERT WHITTED	0700-2100	127.4 257.6	121.8		
BROOKSVILLE-TAMPA BAY RGNL	0700-2200	118.55	121.4		
LAKELAND LINDER INTL	CONTINUOUS	124.5 236.775	121.4	118.025	
MACDILL AFB	CONTINUOUS	120.175 294.7	118.575 275.8	133.825 270.1	
ST PETE-CLEARWATER INTL	0600-2300	118.3 257.8	121.9 348.6	134.5	
SARASOTA/BRADENTON INTL	0600-2400	120.1 256.8	121.9 273.6	124.375	
TAMPA INTL	CONTINUOUS	119.5 249.4	121.7 269.4	126.45 (ARR) 128.475 (DEP)	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
TAMPA CLASS B	119.9 290.3 (001°-150°) 119.65 353.575 (151°-210°) 125.3 316.05 (220°-360°)	CONTINUOUS
SARASOTA-BRADENTON CLASS C	119.65 353.575	0600-2400; O/T CLASS G

SPECIAL USE AIRSPACE ON TAMPA TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" on altitude means "To and including." FL - Flight Level NO A/G - No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
LAKE PLACID NORTH	7000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI OCNL SAT-SUN	MIAMI CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart. †Other times by DoD NOTAM.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

For weather camera information visit https://weathercams.faa.gov

DISNEY WORLD THEME PARK

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disney World Theme Park (282445N/0813420W or the Orlando (ORL) VORTAC 238 degree radial at 14.8 nautical miles) except as specified. See Chart Supplement for details.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

TAMPA/ORLANDO TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

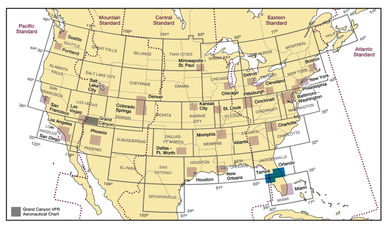
Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TTAM

NSN 7641014099621

NGA REF. NO. VFRTATAMPORLAND

EFF. DATE 26078

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ats/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

GROUND ELEVATIONS IN FEET 270 Sea Level CONTOUR INTERVAL 100'

CONTIGUOUS U.S. ADIZ

GULF OF AMERICA

AMERICA

GULF OF AMERICA LOW CONTROL AREA

SOUTH FLORIDA LOW CONTROL AREA

TAMPA CLASS B

TAMPA BAY

CTC TAMPA APP ON 125.3 OR 314.05

CTC TAMPA APP ON 119.65 OR 353.575

CTC TAMPA APP WITHIN 20 NM ON 119.65 353.575

CTC TAMPA APP ON 119.9 OR 290.3

CTC TAMPA APP WITHIN 20 NM ON 119.65 353.575

BRIDGE TRANSITION 2100' MSL TO 3500' MSL AS ASSIGNED BY ATC FLY CENTERLINE OF TAMPA RWY 10/28

ATC CLEARANCE REQUIRED CTC TPA APP ON 119.9

ATC CLEARANCE REQUIRED CTC TPA APP ON 119.9

CAUTION Heavy fast military jet traffic over Tampa Bay to the northeast, east and south of MACDILL AFB from 1000' to 2500'.

CAUTION Fast jet traffic about 10 nm NW of PIE from 1600' to 3000'. CTC TPA APP on 125.3 for traffic advisories.

See NOTAMs/Supplement for Class D off hrs

See NOTAMs/Supplement for Class C off hrs

MODE C & ADS-B OUT 30 NM

TAMPA

SARASOTA-BRADENTON CLASS C

ST PETERSBURG

CLEARWATER

SARASOTA

BRADENTON

LAKELAND

TAMPA

ORLANDO

1300 MSL

2700 MSL

5 NM

10 NM

30 NM

83°00'

82°45'

82°30'

82°15'

82°00'

28°30'

28°15'

28°00'

27°45'

27°30'

27°15'

0 NAUTICAL MILES 5 10 15 20 25 30 35 40 45 50 55 60 65

0 STATUTE MILES 5 10 15 20 25 30 35 40 45 50 55 60 70 75 80 85 90 95 100 105

0 KILOMETERS 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

VFR TERMINAL AREA CHART
TAMPA/ORLANDO

VFR FLYWAY — TAMPA/ORLANDO

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected (H)
- Unverified (U)
- Abandoned - Paved having landmark value, 3000 ft. or greater (A)
- Ultralight Flight Park Selected (F)
- Fuel availability indicated by use of tick marks around basic airport symbol. Fuel available at all airports with control towers; at airports with hard-surfaced runways 1500 ft. or greater.
- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Area. Runways with Right Traffic Patterns (public use) — 20* 23, 24

*RP - Special Procedures - see Supplement.

FSS - Flight Service Station.

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency (ATIS frequency when operated by FSS). See tower frequencies tabulation for hours of operation.

Follows the Common Traffic Advisory Frequency (CTAF)

Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

AWIS 136.2 - Automatic Flight Information Service (AFIS)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports. APP/DEP CON - Aeronautical advisory station.

VFR Advisory - VFR Advisory Service shown when full-time ATIS is operating. Where ATIS is other than primary CT frequency.

2500 - Elevation is feet

L - Lighting in operation Sunset to Sunrise

TL - Lighting limitations exist, refer to Supplement.

72 - Length of longest runway in hundreds of feet. H - Helicopter Only 1800 - Elevation is MSL

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class B Airspace Mode C - see FAR 91.215(b&c)
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling indicates the surface to but not including that value)
- Class E (sfc) Airspace
- CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 1200 ft. above surface that laterally abuts Class G Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4000 MSL — Differentiates floors of Class E Airspace at more than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways (Victor) are not depicted unless they serve an intersection - Arrows are directed towards facilities which establish intersection.

- 2500 — Total mileage between NAVAIDs on direct Airways
- T-319 / TK-313 — Helicopter Only
- RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Operations Area (MOA) "Alert Areas do not exist over Class A, B, C and D airspace, or Class E airspace designated for airports."
- Special Airport Traffic Area (See FAR 91 for details.)
- National Defense Airspace
- Temporary Flight Restrictions
- ADIZ - Air Defense Identification Zone (MODE C VEHICLE MUST BE OPERATED WITH 2100 SQUAWK)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route
- IR2-9 — IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 OAKDALE UNICOM 364 5968 OAK

123.6 HOMER HCM

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status, otherwise is open continuous or On-Request.

ASOS/AWOS

Weather Camera

122.1R — FSS radio providing voice communication — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin line box are remoted to FSS from VOR. Where no thin line appears, voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- VORTAC
- TACAN
- DME
- RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

- 1000 ft and higher AGL
- Above 200 ft AGL, below 1000 ft AGL (above 299 ft AGL in urban area)
- Group Obstruction
- Wind Turbine Farm
- 2049 (1149) — Elevation of the top above mean sea level. Height above ground in parentheses.
- Under construction or reported, position and elevation unverified
- NOTICE: Guy wires may extend outward from structures.
- Obstruction with high-intensity lights, may operate part time.

MISCELLANEOUS

- STADIUM — Intermittent TFR obs (FAR 91.141 & Inst 3000', ASL)
- Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- P - Parachute Jumping
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area
- Isogonic Line (2020 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- 1122 (Elevation of Peak)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation may not indicate adequate clearance above obstacles. Hazardous flight conditions may exist within and near mountain passes.

CONTROL TOWER FREQUENCIES ON ORLANDO TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operations are continuous unless local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"NON-PR" indicates Monday through Friday.

OUT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	AS@PAR
BARTOW EXEC	0730-1730 CLD: EASTER, THANKSGIVING & CHRISTMAS DAYS NOV, SY: NONAM	121.2	121.9		
CAPE CANAVERAL SPACE FORCE STATION, SKID STRIP	NOT, SPEC HRS: MON-FRI 1300-2200	118.625 142.15 239.2			
DAYTONA BEACH INTL	CONTINUOUS	120.7 257.8	121.8 348.6	132.875	
KISSIMMEE GATEWAY	0700-2200	124.45	121.7	127.2	
LAKELAND LINDER INTL	CONTINUOUS	124.5 236.775	121.4	118.025	
LEESBURG INTL	0700-1900	119.325	121.725	134.325	
MELBOURNE ORLANDO INTL	0600-2400	118.2 257.8	121.9	132.55	
NEW SMYRNA BEACH MUNI	0700-2200	119.675	121.3	124.625	
ORLANDO EXEC	0700-2200	118.7 229.0	121.4 229.0	127.25	
ORLANDO INTL	CONTINUOUS	118.45 (RWY15-33) 120.4 (RWY16-34) 119.75/350 124.3 (RWY17-35) 123.8 (RWY18-36) 118.7/68 & 180/60 233.5	121.9 (W)	120.525 (DEP) 121.35 234.35 (ARR) 125.25 (ARR) 120.525 (DEP) 119.175 273.5	
ORLANDO SANFORD INTL	0630-2300	120.7 234.35	121.35 234.35	133.975	
PATRICK SPACE FORCE BASE	0800-2400 MON-FRI 1200-2400 & 380 FRI OF MONTH	133.75 269.375	124.35 335.8	119.175 273.5	
SPACE COAST RGNL	0700-2100	118.9	121.85	120.625	
SPACE FLORIDA LAUNCH AND LANDING FACILITY	0800-1700 MON-FRI EXC HOL	128.35 354.0	121.75		

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ORLANDO CLASS B	120.15 284.7 (187-329*) ABOVE 5500 119.4 (187-329*) 5000 & BELOW 119.4 (187-*329*) 5000 & BELOW 135.3 351.9 (317-*060*) 5000 & BELOW 119.4 (187-*180*), 4500 & BELOW	CONTINUOUS
DAYTONA BEACH CLASS C	125.8 269.075 (N) 5500 & BELOW 125.35 352.3 (S) 3500 & BELOW	CONTINUOUS
SANFORD CLASS C	133.5 351.9 (N) 3500 & BELOW 124.1 (S) 3500 & BELOW	0630-2300
CAPE CANAVERAL SPACE FORCE STATION, SKID STRIP	134.95 381.425	CONTINUOUS
PATRICK SPACE FORCE BASE	126.025 381.425	CONTINUOUS
SPACE FLORIDA LAUNCH AND LANDING FACILITY	134.95 381.425	CONTINUOUS

SPECIAL USE AIRSPACE ON ORLANDO TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL. Sfc = Surface.

"To" with altitude means "To and including."

FL - Flight Level

Con't - Refer to air to ground communications.

Contact Flight Service for information.

If Other times by NOTAM, refer to Class B, Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all Restricted Areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2901 B	14,000 TO BUT NOT INCL FL 180	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN To 18E IN ADVANCE	MIAMI CNTR	
R-2901 E	1000 TO BUT NOT INCL 4000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN To 18E IN ADVANCE	MIAMI CNTR	
R-2901 M	4000 TO BUT NOT INCL 14,000	INTERMITTENT 0600-2400 MON-FRI 0800-1400 SAT-SUN To 18E IN ADVANCE	MIAMI CNTR	
R-2910 A	TO FL 230	INTERMITTENT 0800-2400 To 18E IN ADVANCE	JACKSONVILLE CNTR	134.0
R-2910 B, C	TO 4000	INTERMITTENT 0800-2400 To 18E IN ADVANCE	CENTRAL FLORIDA TRACON	119.525
R-2910 D	2000 TO FL 230	INTERMITTENT 0800-2400 To 18E IN ADVANCE	JACKSONVILLE CNTR	134.0
R-2910 E	500 TO BUT NOT INCL 2000	INTERMITTENT 0800-2400 To 18E IN ADVANCE	JACKSONVILLE TRACON	118.6
R-2932	TO BUT NOT INCL 3000	CONTINUOUS	MIAMI CNTR	
R-2933	3000 TO UNLIMITED	INTERMITTENT BY NOTAM NORMALLY 24 HRS IN ADVANCE	MIAMI CNTR	
R-2934	UNLIMITED	INTERMITTENT BY NOTAM NORMALLY 24 HRS IN ADVANCE	MIAMI CNTR	
R-2935	11,000 TO UNLIMITED	INTERMITTENT BY NOTAM NORMALLY 24 HRS IN ADVANCE	MIAMI CNTR	
W-136 F	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-137 F	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-137 G	TO 13,000	CONTINUOUS	JACKSONVILLE CNTR	
W-138 E	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-497 A, B	UNLIMITED	BY NOTAM	MIAMI CNTR	
A-293	TO 4000	0600-2400	DAYTONA BEACH INTL	122.85
A-294	TO 4000	0600-2400	DAYTONA BEACH INTL	123.5

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airspace surface areas.

MOA NAME	ALTITUDE*	TIME OF USE+	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
LAKE RACIO EAST, NORTH	7000	INTERMITTENT, NORMALLY 0600-2400 HOURS MON-FRI DOM, SAT-SUN	MIAMI CNTR	
PALATKA 1	2000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	

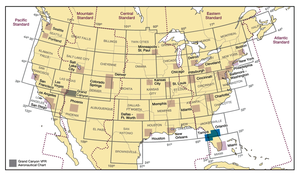
*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.

†Other times by DoD NOTAM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

EFFECTIVE 0901Z 19 MAR 2026
TO 0901Z 14 MAY 2026

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TTAM

NSN 7641014099621

NGA REF. NO: VFRTATAMPORLAND

EFF. DATE 26078

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude to the NEAREST 100 THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

TAMPA/ORLANDO TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

TM

ORLANDO CLASS B AIRSPACE

See back of this chart for procedural information within the Orlando Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Entire area of the chart is within the Eastern Standard Time Zone +5 (+4 DT) = UTC

MONROE VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 to request arrival. Proceed to a point 5NM due north of SFB (Northeast shore of Lake Monroe). Then proceed southbound across the lake to enter a midfield downwind for runway 9L/27R as assigned. Maintain 1500' until advised by SFB ATCT.

JESSUP VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 if southeast of SFB, or 125.225 if southwest of SFB, to request arrival. Proceed to a point 5NM due south of SFB (South shore of Lake Jessup over the bridge). Then proceed northbound across the lake to enter a midfield downwind for runway 9R/27L as assigned. Maintain 1500' until advised by SFB ATCT.

VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE TAMPA/ORLANDO CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM TAMPA/ORLANDO APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, PILOTS OUTSIDE CLASS B AIRSPACE, DEPICTING THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT TAMPA/ORLANDO VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

EXAMPLES OF CLASS C ALTITUDES

T / 30 — --- Ceiling is to but not including floor of CLASS B

--- Floor in hundreds of feet MSL

DAYTONA BEACH CLASS C

SANFORD CLASS C

ORLANDO CLASS B

ALERT AREA A-293

CAUTION: High volume rotary aircraft training surface to 2000' MSL. Advisory frequency 121.95.

PALATKA 1 MOA EXCLUDED WHEN R-2910 A & D ARE ACTIVE

PALATKA 1 R-2910 A

CAUTION: High volume rotary aircraft training surface to 4000' MSL. Advisory frequency 121.95.

ALERT AREA A-294

CAUTION: High volume rotary aircraft training surface to 3500' MSL. Advisory frequency 121.95.

CTC DAYTONA BEACH APP WITHIN 20NM ON 125.35 322.3 AT & BELOW 3500

CTC ORLANDO APP ON 135.3 351.9 5500' AND BELOW

CTC ORLANDO APP WITHIN 20 NM ON 135.225 291.9 AT & BELOW 3500' MSL

CTC ORLANDO APP ON 120.15 OR 284.7 ABOVE 5500'

CTC ORLANDO APP ON 119.4 5500' AND BELOW

CTC ORLANDO APP ON 119.4 4500' AND BELOW

CTC ORLANDO APP WITHIN 20 NM ON 135.225 291.9 AT & BELOW 3500' MSL

CTC ORLANDO APP ON 124.8 OR 307.0 ABOVE 5500'

M MONROE VFR ARRIVAL/ROUTE ATC CLEARANCE REQUIRED. SEE ROUTE DESCRIPTION AND PROCEDURES SECTION PANEL

J JESSUP VFR ARRIVAL/ROUTE ATC CLEARANCE REQUIRED. SEE ROUTE DESCRIPTION AND PROCEDURES SECTION PANEL

DISNEY WORLD THEME PARK See Panel for requirements

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, towers, pipelines, and railroads. Check NOTAMs and see AIM for details.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ■ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

For weather camera information visit https://weathercams.faa.gov

DISNEY WORLD THEME PARK

Pursuant to Public Law 106-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disney World Theme Park (28D4ON/81D34ZW or the Orlando (ORL) VORTAC 238 degree radial at 14.8 nautical miles) except as specified. See Chart Supplement for details.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER DARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

"no landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) when engaged in official business of the Federal Government, State or local government; 3) aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wilderness Areas, Wild and Scenic Rivers, and Research Natural Areas, unless a lower altitude is determined by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," outlines he surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. "federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1 emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTIGUOUS U.S. ADIZ

ATLANTIC OCEAN

2700 MSL / 1300 MSL

SOUTH FLORIDA LOW CONTROL AREA

Warning: National Defense Operating Areas Operations hazardous to the flight of aircraft conducted within these areas.

KENNEDY SPACE CENTER
FAR 91.143 SPACE OPERATIONS
ACTIVE: INTERMITTENT BY NOTAM
Listed under Melbourne (MLB)
(Launches up to 3 hrs-UFN)
(Recovery minus 3½ hrs-UFN)
ALTITUDES: Surface to unlimited
CONTACT FSS 1-800-WX-BRIEF

CAUTION: If R-2933, 2934 or 2935 are activated, portions of W-497A or W-497B may contain flying rockets or falling debris. Request Open Warning Areas if briefed that R-2933, 2934 or 2935 are activated.

Class D excluded when R-2932 & R-2934 are active

Contact Miami RADIO for Class D off hrs

See NOTAMs/Supplement for Class D off hrs

See NOTAMs/Supplement for Class D off hrs

See NOTAMs/Supplement

VFR FLYWAY PLANNING CHART
TAMPA/ORLANDO
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

GULF OF AMERICA

CONTIGUOUS U.S. ADIZ

TAMPA CLASS B

BROOKSVILLE-TAMPA BAY RGNL (BKV)

PILOT COUNTRY (X05)

(Pvt) HIDDEN LAKE

DADE CITY (VPDAD)

MIDDLE OF NOWHERE (VPMNO)

NEW PORT RICHEY

ODESSA

TAMPA NORTH AERO PARK (X39)

ZEPHYRHILLS

ZEPHYRHILLS MUNI (ZPH)

TARPON SPRINGS

LAKE PARKER (VPKER)

KIDNEY LAKE

OLDSMAR RACE TRACK

BREWERY

"BRIDGE TRANSITION" 2100' MSL TO 3500' MSL AS ASSIGNED BY ATC FLY CENTERLINE OF TAMPA RWY 10/28

PLANT CITY

PLANT CITY (PCM)

CLEARWATER EXEC (CLW)

ATC CLEARANCE REQUIRED CTC TPA APP ON 125.3

TAMPA INTL (TPA)

ATC CLEARANCE REQUIRED CTC TPA APP ON 119.9

TAMPA EXEC (VDF)

LAKELAND LINDER INTL (LAL)

VORTAC LAL 116.0

Near LAL Rwy 10/28 extended centerlines for turbojet aircraft descending from 2000', CTC TPA APP 119.9 for traffic advisories.

CLEARWATER BEACH (VPEAR)

CAMPBELL BRIDGE

STADIUM

RIVER-EAST

OLD TAMPA BAY

ST PETE-CLEARWATER INTL (PIE)

COVE CAY

MIDDLE BRIDGE

PETER O KNIGHT (TPF)

XRAY

SOUTH LAKELAND (X49)

LARGO

WESTIEND GANDY BRIDGE

HONEYWELL PLANT

PORT TAMPA

CHEMICAL PLANT

VORTAC PIE 116.4

CAUTION Fast jet traffic in/out of PIE from 1600' to 3000' CTC TPA APP on 125.3 for traffic advisories.

DOG TRACK

MACDILL AFB (MCF)

1648 TV TOWERS

1649

1549

1667

LAKE PLACID NORTH MOA

Bill Young Reservoir

YANKEE

SPEEDWAY

STADIUM

ALBERT WHITTED (SPG)

CAUTION Heavy fast military jet traffic over Tampa Bay to the northeast, east and south of MACDILL AFB from 1000' to 2500'.

TAMPA BAY

RUSKIN

ST PETE BEACH (VPGPE)

PINELLAS POINT

ZULU

MANATEE (48X)

SKYWAY BRIDGE

VPHUC

VPDUT

WAUCHULA MUNI (CHN)

SARASOTA-BRADENTON CLASS C

VOR-DME SRQ 117.0

SARASOTA/BRADENTON INTL (SRQ)

(Pvt) HIDDEN RIVER

BELOW 2600

BELOW 1600

BELOW 1200

6000 - 12,000

13,000 - 6000

12,000 - 6000

6000 - 3000

11,000 - 6000

15,000 - 11,000

10,000 & ABOVE

30 NM

10 NM

5 NM

MODE C & ADS-B OUT 30 NM

VR1097

VR1005

VR1006

VR1098

IR46

IR47

IR48

IR20

IR49-50-51

1544

1749

St Joseph Sound

Clearwater Harbor

Clearwater Pass

Boca Ciega Bay

SUNCOAST PARKWAY

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class B/C Surface Area
- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- IFR Departure Routes
- IFR Arrival Routes
- IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
- 70 --- Ceiling in hundreds of feet MSL
- 30 --- Floor in hundreds of feet MSL
- Mode C (See FAR 91.215/AIM.)
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace

Suggested VFR Flyway and Altitude: 2600 6700

OBSTRUCTIONS (Selected) (may be lit or unlit)
2049

MISCELLANEOUS
Navigation Reference Point: N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

TAMPA/ORLANDO CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS – Aircraft operating within the Tampa/Orlando Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS –

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE TAMPA/ORLANDO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE TAMPA/ORLANDO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

MONROE VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 to request arrival. Proceed to a point 5NM due north of SFB (Northeast shore of Lake Monroe). Then proceed southbound across the lake to enter a midfield downwind for runway 9L/27R as assigned. Maintain 1500' until advised by SFB ATCT.

JESSUP VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 if southeast of SFB, or 125.225 if southwest of SFB, to request arrival. Proceed to a point 5NM due south of SFB (South shore of Lake Jessup over the bridge). Then proceed northbound across the lake to enter a midfield downwind for runway 9R/27L as assigned. Maintain 1500' until advised by SFB ATCT.

DAYTONA BEACH CLASS C

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

VFR FLYWAY PLANNING CHART
TAMPA/ORLANDO
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR DLG 138.8
NDB DCW 262
VORTAC PPS 121.8
NDB-DME RMW 320
VOR-DME KIP 110.7
OME PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected) (may be lit or unlit) 2049

MISCELLANEOUS
Navigation Reference Point N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
Mountain Top or Peak and Spot Elevation 12256

TAMPA/ORLANDO CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Tampa/Orlando Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE TAMPA/ORLANDO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE TAMPA/ORLANDO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the routs, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

R-2910 D & E
R-2910 A PALATKA 1 MOA
R-2910 B
R-2910 C
R-2910 D & E
ALERT AREA A-293
CAUTION: High volume of flight training surface to 4000' MSL
ALERT AREA A-294
CAUTION: High volume of flight training surface to 4000 MSL
R-2934
R-2935
R-2932
R-2933
W-136F
W-137F
W-138E
W-137G
W-497A
W-497B
ATLANTIC OCEAN
CONTIGUOUS U.S. ADIZ
WOODS AND LAKES AIRPARK (Pvt)
UMATILLA MUNI (X23)
MID-FLORIDA (X55)
LEESBURG
LEESBURG INTL (LEE)
FLYING BARON ESTATES (Pvt)
TAVARES (FA1)
BOB WHITE FLD (X61)
ORLANDO NORTH AIRPARK (Pvt)
ORLANDO APOPKA (X04)
LAKE APOPKA
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)
SPRUCE CREEK (Pvt)
NEW SMYRNA BEACH MUNI (EVB) (JACK BOLT FLD)
MASSEY RANCH AIRPARK (X58)
DAYTONA BEACH INTL (DAB)
SPEEDWAY
ORANGE CITY
ORLANDO SANFORD INTL (SFB)
LAKE MONROE
SANFORD CLASS C
ORLANDO CLASS B
MONROE VFR ARRIVAL ROUTE ATC CLEARANCE REQUIRED. SEE ROUTE DESCRIPTION AND PROCEDURES ON TOP PANEL
JESSUP VFR ARRIVAL ROUTE ATC CLEARANCE REQUIRED SEE ROUTE DESCRIPTION AND PROCEDURES ON TOP PANEL
LAKE BRANTLEY
OVIDO
N28° 41' 35" W081° 25.24'
N28° 41.09' W081° 08.97'
ORLANDO EXEC (ORL)
VORTAC ORL 112.2
ORLANDO INTL (MCO)
MCO 5 NM
ORL 14 NM
ORL 20 NM
ORL 30 NM
DISNEY WORLD THEME PARK See Panel for requirements
UNIVERSAL STUDIOS
DISNEY WORLD
SEA WORLD
STANTON POWER PLANT
BITHLO TOWERS
ARTHUR DUNN AIR PARK (X21)
SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)
SPACE COAST RGNL (TIX)
CAPE CANAVERAL SPACE FORCE STATION SKID STRIP (XMR)
MERRITT ISLAND (COI)
PATRICK SPACE FORCE BASE (COF)
MELBOURNE ORLANDO INTL (MLB)
VOR-DME MLB 115.85
VALKARIA (X59)
PRESK
CHANNEL 43 ANTENNA
1045
KISSIMMEE GATEWAY (ISM)
ST CLOUD (3FL)
LAKE X (Pvt)
MIDDLE OF NOWHERE (VPMNO)
FANTASY OF FLIGHT (VPFSY)
SUNTRAX (VPTCK)
I-4 & HWY-27
N28° 13.93' W081° 39.02'
HAINES CITY
WINTER HAVEN RGNL (GIF)
LAKE HAMILTON (VPLHM)
JACK BROWNS (F57)
LAKE PARKER (VPKER)
LAKELAND LINDER INTL (LAL)
VORTAC LAL 116.0
Note: LAL Rwy 10/28 extended centerlines. Keep VFR aircraft descending from 2000' C/C TPA APP 119.9 for traffic advisories.
BARTOW EXEC (BOW)
CHALET SUZANNE AIR STRIP (X25)
LAKE WALES MUNI (X07)
LAKE PLACID NORTH MOA
LAKE PLACID EAST MOA
FLYJIVEFLY (Pvt)
R-2901B,E,M
VPLJA
VPFFU
VPLEV
VPCNY
VPBOV
VPDFI
BELOW 3000
BELOW 2000
10,000 AND ABOVE
12,000 AND ABOVE
9000 AND ABOVE
12,000 - 6000
11,000-9000
15,000-10,000
MODE C & ADS-B OUT 30 NM
MODE C & ADS-B OUT 30NM
OPNL 24 NM
Lake Weir
Lake Dorr
Lake Griffin
Lake Eustis
Lake Yale
Lake Harris
Lake Dora
Lake Woodruff
St Johns River
Lake Ashby
Lake Harney
Lake Jessup
Ponce de Leon Inlet
Mosquito Lagoon
Indian River
Banana River
Lake Tohopekaliga
East Lake Tohopekaliga
Lake Russel
Lake Marion
Lake Hatchineha
Cypress Lake
Lake Pierce
Lake Hancock
Lake Kissimmee
Lake Rosalie
Tiger Lake
Lake Jackson
Lake Marian
Weohyakapka Lake
William Beardall Tosohatchee State Reservoir
Lake Poinsett
Lake Preston
Lake Cordell
Lake Winder
Lake Washington
Sebastian Inlet
VR1009
VR1007
VR1006
VR1005
VR1008
VR1004
VR1003
IR45
IR46
IR47
IR56
IR60
IR62
IR63
IR64
IR65
IR66
VR1006/IR61
VR1006/IR61
VR1006/IR61
VR1006/IR61
1549
1739
1740
1133
1949
1626
1673
1749
1675
637
515
1749
1045